DOUBLE SHEET

FIVE DAYS LATER FROM CALIFORNIA Arrival of the Steamship Illinois.

QUICKEST TRIP ON RECORD.

LARGE SHIPMENT OF GOLD DUST. MINING AND POLITICAL INTELLIGENCE.

MARRIAGES AND DEATHS-MARKETS.

Interesting Intelligence from New Granada. South Pacific, and Australia,

The United States mail steamship Illinois, Capt. Hartstein, arrived yesterday afternoon from Aspinwall, whence she sailed on the 4th instant, bringing dates from California to the 20th of October. The Illinois has 308 passengers and \$2,000,000 in gold

The steamships Oregon and Cortes had both arriyed at Panama from San Francisco. The following is the report of the Cortes:-

is the report of the Cortes:—

Steamship Cortes, T. B. Cropper, commander,
\(\tilde{\text{first voyage from San Francisco to Panama.} \) left
San Francisco on the 20th October, at 2 P. M. Arrived at Acapulco, Oct 27th, 6 P M; left on the
23th, 4 P. M. P. M S. S. Co.'s steamer Tennessee
arrived at Acapulco same day as the Cortes left.
The Cortes had extremely stormy weather continually, since leaving Acapulco. She brings 216 paysengers and \$100,000 specie. No deaths on board.
Saw a steamer on the evening of the 23th October
after leaving Acapulco; supposed to be the P. M.
S. B. Co.'s steamer Unicorn.

The following are the passengers per steamship Cortes, which sailed from San Francisco, Oct. 20-

Faramas:—

Passengers Per Steamship Cortes.

Mediatier, O Ligeriack, M Gipler and lady, H Matsen, J Gold mith, H Levy, B Rosenwig, H Cohen, E Biair, D V Idalyo, S Tuck, M Bateman and servant, M A Clarke, Josephine Sisfuyo, N Pope, G R Cooks, M A Houseman, S Villard, W B Bateman, W P Stewart. A Purnell and Iddy, M Gohen, D Cohen, G Shew, A Passenkee, J Parker, S R Balch, M Williams, S A Willi ams, A Hermann, A Ingraham, C W Goodenough, M F Keenan, C H Bailey, J M Glbson, W Murray. E Leach, H B Bowden, A Girard, J H Calvert, R M Calvert, J H Healy, A G Carl, L T Greene, F Hoff, J A Leopard, W Marsh M Stout, H Harklerood, Mr White, M Delematter, W L Williams, R C Minot, J A Wren, Jos Black, E B Treat, M Kirkpatrick, J S Kirkpatrick, H Billiard, E Ives, W Rose, V Blakerlee, F Frank, H Miller and family, R Stout, W Glbson. E A Brack, M Wiley, J Wiley, R Haut, Duane, Mrs C Tanence, G W Stillwell, F Koen, D Dixon, J Eglect, G Williams, J H Wheeler, J Jayadam C L Legnam, H S Clark, G Shawn, D Pettigrew, J Halstate, Pignew, Dellville, A F Ring, A C Fuller, J Becker, W H Luther, L H Coleman, J W Coleman, Feline, O Onz, H Conklin, O B Yager A S Mansfield, W Boynton, J H Hawkins, N French, J W Hide C Hockins, F D Bennett, and servant, T M Burgess, O Onz, E A Forsyth, C Carr, J H Rifferd, H W Beer, J W Stean, F Chevalier, D A Wilson, N M Lettle, Madame Levalle, A W Cutts, O Cheeny, C Mann, P Mann, E Benton, H M Kinley, and five servants A W Shipley, J M Ryas, Mr Seldon, E J Lahorge, W Burgess, P Sullivan E D Ketchum, M D Cassins, J L Perry W W Perry, J B Kelao, A Fulton, H Lawson, M Rowland, J C Emerson, E Swan, J L Smith, J Gregg, W H Best, F H Low, Mrs Taylor, J A Bell, Mr Wallace, L H Herman, W Alexander, N B Clifford, A G Lobroke, W Metler, E Lucas, D Joy, I Ely, N Loujimus, P Bettino and son, T B Gholson, Jose de los Santos, L Dentesy, J Oliver, T Latarop, F George, S Lewis, F Brown, S D Eyres, P Neils, R Townsend, N Carr, C M Baily—Total, 210. The steamship Northerner was to leave San

Francisco on the 30th ult., and the California on The Isthmus was crossed in eight hours, the

quickest transit ever made.

The passage has been made by the steame Cortes and Illinois combined, from San Francisco in tweaty-three days, being one day less than ever

We are under obligations to Wells, Fargo & Co., Berford & Co., and Adams & Co., for the speedy delivery of files of California papers; and also to Major Ferris, the U. S. mail agent.

Among the passengers by the Illinois is Lieut. Gillis, U S. A., who brings despatches from Mr. Clay, U S Charge at Lima

The tottowing 18	the		
SPECIE	LIST OF	THE ILLINOIS.	
Amer Exch'ge Bk.\$		J. R. Rue	\$10.235
Adams & Co		C. Y. Fox	8 000
Burgoyne & Plume	210,000	Trombly & Lamson	7.959
	104.100	H H. Freeman & Co	
Thos Watson & Son	58,300	J Bloomingd'e & Co	7.570
Harbeck & Co	57,600	J. Rotham & Co	7.000
Philadelphia Bank.	55 000	C. W. & A Thomas	6.237
Drexei & Co	55,000	Thomas Neilson	6.200
Order	62 800	Order	6.000
McNulty & Co	40,250	D. F. Willits	5 542
Howland & Aspin'l	40 000	Aronson & Co	5.000
Selig'n & Stutrewin	32 250	J. Cunningham	5 600
Weeks, Kelley & Co	25 000	W. Hansell & Sons.	4.650
Brown, Bros. & Co.	20 000	S. Rosenstock	4.688
Johnson & Lowden	18.936	G. W. Thomas	3.848
W Hodge & Co	18.000	A. Ruro hedt	3.750
Goldsmith & May.	17.850	Cartwr't & Har'son	3,784
W. H. Aspinwall	17.111	C. H. Cummings	3.500
A. Reynolds	17.000	J. F. Williams	3,100
Levergn'd & Jacobs	15,000	W. Cummings	3.000
T. Navlot	15,000	C. G & H. Coffin	3,000
Bishop, Sim'as & Co	18 000	L. Negbaum	2 465
Col'nist'n & Co	12 904	Duncan. Sher'n &Co	2,602
H. Josephi & Co	12,165	J. Rosenstock	2.000
Order	11,997	Sp'ford, T'ston &Co	1 267
Howard, Son & Co.	11 488	D. Odgen	1 064
Wood & West	11,000	Williams & Potler.	450
The Control of Control of the Contro	TA MICHIA	And the latest the second seco	***

Total..... \$2,195,881

A large number of the miners who had come to San Francisco with the intention of going home to their families at very low rates of fare, on being disappointed, have returned to their claims.

A rumor has reached San Francisco that Judge Hall of the United States Land Commission intends to, or has, resigned his office.

The steamship Oregon left San Francisco, on the

16th October, for Panama, with an unusually heavy mail, three hundred and forty-five passengers, and \$2,406,712 in gold dust. This is, we believe, the largest shipment of tressure that has ever left San Francisco by a single vestel. The last steamer, the Tennessee, took down, on the 1st inst . \$2,272,500 in gold dust-the total shioment for the month, therefore, has been \$4 679,212.

made from Sacramento, semi-menthly, was forwarded, on the 15th October, from the banking house of Page, Bacon & Co., the amount reaching the enormous sum of five hundred and one thousand The steamship Golden gate arrived at San Fran-

cisco on the 20th October.

Died on board the Illinois, on the 9th instant, George Parmlee, carpenter, aged 45, a native of

The Government Assayer at San Francisco, Mr. Humbert, is now engaged in coining ingots of the value of \$50, of standard fineness. The standard adopted by the government is 900 thousandths gold, and 100 alloy. This new coinage will meet the re-

quirements of the recent Treasury order. The proprietors of the Merchants' Exchange, The proprietors of the Merchants Exchange, of San Francisco, asked of the Common Council the privilege of laying posts on Sacramento street, for the purpose of constructing a telegraph with the marine station. This is quite an important

Francisco Herald, are making stronuous efforts to represent the stoppage of the receipt of stamped ingots for Custom House dues, as a political movement. This is absurd We do not pretend to say upon whom the blame rests, as this is a good deal in a fog; but if there were ends to be subserved, they were personal ends, and we have not yet heard a straightforward apology given for this sudden and uncalled for blow to the business operations of the city and State. Mr. Gwin censures Mr. Hodge, and Mr. Hodge's friends censure Mr. Gwin; but which ever of these gentlemen be responsible, it is foolish to call it a party movement.

The government has entered into contract with Ferdinand Vassault, of San Francisco, for the erection of State prison buildings, on the lot recently purchased for the purpose, at St. Quentin's Point, Marin county, for the sum of \$1.034,000.

Celonel Ross, from Carson Valley, reports snow

Marin county, for the sum of \$1.034,000.

Celonel Ross, from Carson Valley, reports snow on the mountains four feet deep. Beyond doubt, a large aumber of persons will have to remain in the valley over winter, and that, too, with a very limited supply of provisions.

The Nevada theatre at Sacramento, opened on the 16th October, with Shakspeare's play of "Hamlet." The following comprises the theatrical corps—Mr. and Mrs Wilmarth Waller, Mr. and Mrs Evans, Mrs. Madden, Barry, Tathill, E Booth, D V. Gates, Spear, Anderson, Dorman, Jones and others.

The California Telegraph Company were pushing their work. The line is from San Francisco to Marysville, via San Jose, Stockton and Sacramento. The contracts for hauling posts and material have been entered into, and the order for wires and the necessary apparatus had been sent to New York.

City Treasurer—H. Bowie.
City Atterney—Frank Turk.
Street Commissioner—Arthur Matthews.
City Comptreller—J. W. Stillman.
County Supervisors—G. Treat, B. O. Tripp, Francisco Jamehez.

County Supervisors

Sanchez.

Justices of the Peace—L. Hunter, W. J. Swasey.

Constables—J. L. Tool. A H Powers.

Assessors—John L. Anderson, James O'Callaghan.

Robert Kerrison.

Robert Kerrison.

Mining Intelligence.

Panks' Bar.—Island Bar Company is doing tolerably well: though not so well as they have done heretofore. Their receipts for the last week's operations amount to something more than \$2,000

The company adjoining seem to be cursed in all their attempts to get into the river. Most of what has been done has been undone some two or three times, and thus they are kept out. This company is called Parks' Bar Mining Company.

The Equad Company, also in order in the river, is entirely forsaken; there being no ere to be found. It is believed, however, differently, and that determination, necessary to a successful issue, is the great cause of failure.

Other companies following the Squad are doing well; and the Mobile Company, just about getting in, is expected to astonich the natives. It adjoins the celebrated Perry-wing dam, which, during three days' operation, ending Saturday, have taken cut-eighty six pounds of the precious.

ending Saturday, have taken cut-eighty six pounds of the precious.

Miners are wanted up on Ohio Bar.

The Perry wing dam took out Oct. 10, 175 ounces of dust—they are working night and day.

Mr. R. K. Nicholls, who has just come down from Greenborn Creek, Steep Hollow, brings information of rich audiferous discoveries in that neighbourhood at Chalk Bluff. The diggings are from five to forty feet deep, paying from five cents to three dollars per pan of earth. Quite a settlement. Guadalupe, has grown up there within the last two months. In which a considerable amount of business is transacted—Sacramento Union.

Mortality on Ocean Steamers and on Satling Vessels.

It does seem a little strange that the travelling community, with a host of indisputable facts staring them in the face, should, for the take of economising in a tew dollars, jeopardise health and life in the manner passengers leaving for, or coming to this country sometimes do The horrible details which have been published concerning the troubles, suffering and miseries of the hundreds who have trusted their chances to and from this port on the Pacific coast should be a sufficient warning to make any sensible man pause and consider before he acts. We have been led to make some researches concerning the mortality on board steamers and sailing vessels that have arrived at this port, and for that purpose have procured official information on the subject, which will be of interest. The following table shows the number of passengers, and deaths on board steamships and sailing vessels arriving at this port from Panama, from the first of March to the first of September, 1852:—

the first of March to the first of September, 1852:—

Passengers. Deaths. Pass. Deaths. Cent.

Steamers on the gers. Deaths. Pass. Deaths. Cent.

Sailing vessels, 3,468 178 3,720 190 5 1.10

Panama route, From the above statement it will be seen that the mortality on beard of the Panama steamers is one death for every two hundred and thirty passengers. whilst that in the railing vessels is one to every twenty. This is an awful difference, to be sure The per centage on the steamers is forty-three one hundredths, whilst that in the railing vessels is five one-tenths! Even were the mortality the same on both classes of vessels the great

Reconnaisance of the Coast—Surveying Cruise of the Active.

In a conversation with one of the officers of the United States surveying steamer Active, which arrived on Wedneeday, we gleaned a few facts in reference to their work on the coast, which are of much interest to those trading north of San Francisco. The steamer left here about four months since, having on board Geo. Davidson Esq., and his astronomical party, who were landed near Cape Flattery, at the entrance of the Straits of Juan de Feuca, where they employed themselves in a topographical survey and determination of that point. The Indians here were found to be exceedingly troublesome. The party on board the vessel then proceeded io make a reconnaisance of the south side of the strait, as far as Port Discovery, and a survey of the harbor of False Dungeness, or Port Angelo as laid down in the charts, which they found to be a very fine one with plenty of water and good anchoring ground. It is an important one, as it offers a safe refuge in bad weather to vessels navigating the straits. The reconnaisance was continued from Cape Flattery to the Columbis river, thus completing it from the boundary line south of San Diego to the entrance of Puget's Sound. The completion of the work as far as the northern boundary line, forty nine degrees, will probably be done during the next season. A re-survey of the mouth of Columbia river showed a material change since the late survey. The chan nels and a large pertion of Shoalwater Bay, whence is derived the principal supply of systems turnished in our market, were also surveyed. Its two channels, running north and south, having a great depth of water and being perfectly protected, offer a secure anchorage. The vessel returned to Cape Flattery, and took on board Captain Davidson and party, who had finished their labors at the imminent risk of their lives at this inhospitable point. They then proceeded down the coast with the intention of surveying Umpqua river, but met with tough and forgry weather, and, arriving ther

Do. (new). S5 a 90c.
County bonds, according to date. S4c.
San Joaquin county bonds, according to date. S4c.
San Joaquin county bonds, 10 per cents. \$78 a 78
Central wharf (\$100 shares). \$400 a 92
Pacific wharf. ...do. \$85 a 86
Broadway wharf. do. \$85 a 86
Broadway wharf. do. \$55 a 86
Plank road (\$1,000 chares). \$700 a 50
Land warrants \$7 a 88
Sacrassento, Ost. 18.—To—there was a fair business
done, showing a good commendement for the week. We notice little alteration in the market. There is an upward tendency in butter; holders were firm to day at a 57 ½ a 40c; this article is likely to advance further, as the supply in the market is comparatively small, and we hear of no large invoices to arrive for some time to come. Candles are in good request, and sales firm at 37 ½ c a 40c; for admantine, and 40c for sperm. Sales of hame sre lively; we quote good brands at 25c a 15c; Elliling's sugar cured. 25c Teas—there is no ulteration in the prices of this acticle from is to quotations.

were made to day at 250 a 26c Potatoes are in good de-mand; good qualities sold to day at 450 a 450.

Ketchum, to Miss Erther Sedgwick.

DIED

On the morning of the 15th ult, at his residence, Union Piace. San Francisco, Mr. John Mitchell, aged 48 years. At Jimerson's Rauch. 11th Oct., of dysentery, John W. Myrick, aged 19 jears of Masachuretts.

At Smith & Coleman's Ranch, five miles below Coloma, south fork of the American river. August 22 Joel Beidwin, of Canness, Caliboun county. Mich. His relatives can learn the particulars of his death by addressing Chas.

I. Smith, Colema.

In San Francisco, on the 19th Oct. of congestive fever Mr. Henry Johnson, late of Woburn, Mass. aged 28 years.

In Sacremento, on the 18th October, at the private hospital of Powell and Johnson, of general debility, Dr. Thomas J. Noyes, of Milwaukie, Wiscomin, aged about fifty years.

At Long Ber. Yuba Oct. 13, Moses Charles Goggosio, a native of France, aged about 65 years.

IMPORTANT FROM THE SOUTH PACIFIC. Affairs at the Lobos Islands.

tion and the American Ships-Official Notifications from Mr. C.ay and Com. M'Cauley-Another Terrible Earthquake, &c.

The news from Valparaise, by the Illinois, is to the 14th altime, nearly a month later. From Gusy-quil it is to the 30th September, from Bolivia to the 15th of the same month, and from the Lobos Islands to the 20th of October.

These advices, particularly from the Lobos Islands, are highly interesting. Among the passengers by the Illinois is Lieut.

Gillis, U. S. N., who has been engaged in making astronomical observations in Chile. We learn from him that another dreadful carthquake had been experienced in Valparaiso, the night after the steamer sailed, full particulars of which we shall hear by the next steamer. Mr Gillis procured his information from Commodore M'Cauley, of the frigste Raritan, which vessel sailed from Valparaiso two days after the steamer, and arrived in Callao as the Bogota was about taking her departure from that port for Panama, and as Mr. G. had but a minute's interview with the Commodore, he was unable to procure the particulars relative to this sad calamity. The shock was felt on board the Raritan, and was

said to have been a severe one.

It was stated some time ago that the Peruvian government would probably offer charters to all American vessels visiting the Lobos Islands for guano, se as not to throw them out of employment by a refusal of permission to load there. By the accompanying official document it will be seen that that government have made the offer, notwithstanding that, should the 30,000 or 40,000 tons of American vessels expected out this season all accept charters, it will occasion a most serious loss to that government We further learn that the force hitherto stationed at the islands is to be withdrawn, and merely a schooner kept there to enter into contracts with the American vessels as they arrive:-

with the American vessels as they arrive:—

LEGATION OF THE UNITED STATES OF AMERICA.)

TO THE MASSERS CAPTAINS, OR OWNERS OF VASSELS BELONGING TO CHIESENS OF THE UNITED STATES. Whereas, it appears from information received at this Legation from the United States of America, that a number of vessels belonging to citizens of the Union have been chartered to proceed to the Liands of Lobos, for the purpose of taking in cargoes of guano under the idea that those islands are not under the dominion of any mation, and, consequently, that they are open to the commerce of the world; and whereas the government of Peru claims the exclusive soverellnty and properly in the said islands and has sent armed vessels and troops to protect and defend them; and whereas full instructions have been transmitted to this Legation, from the government of the United States of America, upon the subject of the Islands of Lobos; and whereas any attempt on the part of the citizens of the United States, or by the vessels belonging to them, to take guano forcibly from these islands, must, under the circumstances, be considered unwarrantable and illegal inasmuch as our citizens are not justified in using aggressive measures in the prosecution of commerce, the Secretary of State having deciared that no "countenance will be given to the prosecution of commerce, the Secretary of State having declared that no "countenance will be given to the authors of such enterprises, claiming to be citizens of the United States, who may undertake to defend themsalves or their resease by force, in the prosecution of any commercial enterprises to those islands. Such acts would be acts of private war, and their authors would thereby justly forfeit the protection of their own government."

Now, therefore, the undersigned Charge d'Affaires of the United States of America to the republic of Peru, having in view the interests of both nations and being desirous of preventing any collision, encounter, or dispute between the masters, captains, and crews of vessels polonging to the citizens of the United States, arriving at the said islands of Lobos, and the Peruyian authorities and forces stationed there hereby warns the said masters, captains, and crews to abstain from using any acts of violence or force, to obtain guano from the said islands, but, on the contrary, if duly notflied by the authorities not to load guano there, that they proceed with their vessels to other destinations or to the port of Caliao, where they will be chartered in due form, by the agents of the Feunian government, to carry guano for its account; or where they can await the further orders of the owners of their vessels, if it be the will of said masters or captains so to wait, in preference to accepting a charter.

The Panama Star, of the 4th inst., is indebted to

The Panama Star, of the 4th inst., is indebted to David M. Corwine, Esq , United States Consul, for the following proclamation. It is a decided settler

to the Lobos Islands question:-UNITED STATES FRIGATE RABITAN,)

UNITED STATES PRICATE RABITAN,
ILAMO of Lonos, Oct. 20, 1852.

My Dear Sir.—You will oblige me by giving publicity
to the accompanying proclamation.
I remain, respectfully, your obedient servant,
C. S. M'CAULEY.
Commander in Chief of the United States Naval Forces

C. S. MCAULEY.

Commander in Chief of the United States Naval Forces in the Pacific.

To David M. Corwing, Esq.

United States Consul. Panama.

A PROCLAMATION—10 ALL WHOM IT MAY CONCERN.

Whereas, it appears that a number of vessels, said to belong to citizens of the United States, have been chartered to proceed to the Islands of Lobos, for the purpose of taking in cargoes of guano, I have to inform all such, that I have been instructed by my government at Washington to abstain from protecting any vessels of the United States which may visit these islands for purposes forbidden by the decrees of the Peruian government; and I am forbid from siding or abetting any citizens of the United States who may foreibly resist the execution of the laws of Peru

Given under my hand, on board the United States frigate Raritan, on the 18th day of October, 1852

C. S. MCAULEY.

Cemmander-in-Chief of the United States Naval Forces in the Psoife Ocean.

Cemmander-in-tener of the Carlot in the Pseide Ocean.

By command of the Commander,
T. B. McKern, Secretary.

We learn from Valparaiso, that business was un. usually dull. Flour, quoted at \$8; wheat, per fanega, 30 rials; barley, per do. 26 rials. Freights-

Guano for England £3; ores, to United States, \$15, to San Francisco, \$16 50.

The fellowing vessels have sailed for San Francis co. Sept. 29th, American bark Fenelon; French

Corinthian er. Oct. 1, Chilian bark Las Venturas. Oct. 2, Bremen brig Charles Ferdinand. Oct 3, Chilian ship Goddefiroys. Oct 5, British bark Ga-lotess; Chilian bark Ellen I., Chilian ship Marga-rita Ramos. loteas; Chilian bark Ellen I., Chilian ship Margarita Ramos.

H. B. Majesty's aloop-of-war Swift sailed on the 3d inst. for Rio de Janeiro and England. She has \$50,000 in specie on board.

On the 2d October a strong shock of an earthquake was felt, and also on the 7th another, but no

from Peru and Lima, nothing of importance has been received.

The Raritan had sailed from Callao for the United

States, via Valparaiso.

The Panama Star of the 4th inst. gives the following intelligence from Valparaiso, under date of the 14th ult.:— VALPARAISO, Oct. 14, 1852.

In a business and social view, this important city is dull enough; politically, it is rather lively, four men having been shot this morning in the plaza, for having expressed revolutionary ideas, when slightly under the influence of liquor. It has been remarked here, with a good deal of naiveté, that it was probably nothing but a spree on the part of those unfortunate individuals, but that they were shot for the honor and glory of the republic.

This government is probably called a republic on the principle of lucus a non lucendo; indeed, it would puzzle a man of very keen perception to as a supportation as the contract of the principle.

fit Parations, for manation, occupies a position

between an ancient Jowish patriarch and the Graud Islams of Thibet. The Congress (for efficiency) resemble the respectable burghers of New Amsterdam in the good old times; the line aristocracy extends down to a French tailor, and verges slightly upon a nigger barber (Yankees strictly excluded); and, lastly, I may mention the or polici, vulgarly called peons, who pass their lives in packing goods, driving carts, running of orrands, stealing, and other intellectual amusements.

The administration of justice is conducted on the fine old principle of "heads I win, tails you lose." The judges, like Paddy's parrot, say listle, but keep up a devil of a thinking about nothing; and following in their walk are a train of notaries, scribes, pharisees, and constables, who innocently play the grab and holdfast game, are conservative in politics, and orthodox in religion.

The priestheod are physically fat, and morally innocent

The police are remarkable for a stern. Brutus-like cast of countenance, a blue dress, slashed with red, and a most abominably mercenary disposition. They are faceticusly called vigilantes, but their vigilance is principally displayed in hunting for rials, which they extract from green individuals, and when they meet one of an economical turn, who refuses to "fork up," they imprison him for disorderly conduct.

The Chilean navy is in a high state of preservation, and may be quoted as follows:—One frigate, the (private men megunes) one sloop of war, which can't go to sea on account of the swell; and sundry small vessels.

The social position here ranges thus, viz:—Ist, Chilenos; 2d, French or Spaniarde; 3d, English; 4th, Riggers; 5th, Yankees; 6th, dogs, and other dumb animals.

Freights dull; \$15 to San Francisco or the United States; flour, \$8 02; barley, 24 rials; beans, new, \$60; coals—English have hear sold at \$18 hut are

States; flour, \$8 02; barley, 24 rials; beans, new, \$5; coals—English have been sold at \$18, but are now held at \$22 a \$24; coronel, \$13 a \$15 There is some excitement for Australia; two vessels have been lately despatched, full of passengers.

NEWS FROM NEW GRANADA.

More Gold Discoveries-New Road Across the Isthmus-The Panama Road, &c., &c.

Our advices from Panama are to the 4th inst. We find several items of intelligence in the Star of that date. We are indebted to Wells, Fargo & Co's. and Adams & Co.'s expresses for a file.

The body of Mrs Stone, who was drowned in the river Cardinas, a few days ago, has been found. The remains were interred in the foreign burying ground.

The remains were interred in the foreign outying ground.

The new steamship City of Pittaburg had arrived at Talcahuana, and was to have sailed thence for Panama on the 15th ult., so that she may be hourly looked for at this port

The new steamship Cortes, Thomas B Cropper, commander, has completed the run from San Francisco to this port in the remarkably short time of fourteen days.

fourteen days.

By the Santiago, we notice the arrival of Mr.
Lombard, of the firm of F. A. Richardson & Co., of
Valparaiso.

The steamship Oregon sails this morning, at eight
o'clock, with a full cargo of passengers and the
United States mails.

o'clock, with a full cargo of passengers and the United States mails.

MORE GOLD MINES.

We understand that a re-discovery has been make of the gold mines in the province of Chiriqui about taree hundred miles from Panama. In the time of the Spaniards, it is said these mines were as productive as any in South America, and that a city of forty thousand inhabitants existed there, solely dependent on the gold produce for subsistence.

The ishabitants were driven away by the unfriendly Indians who then inhabited the country, but are now almost extinct, and the city entirely destroyed. It is said, however, that the large shafts connected with the mining machinery are still to be seen on the spot.

If the report of these new discoveries be true, we shall have a confirmation of it from some of our correspondents in that part of the country shortly; meanwhile we think it very probable that it is so as it is a well known fact that the province abounds in all kinds of minerals.

NEW ROAD ACROSS THE ISTHMUS.

Our Cammara here has just closed their seesions after a stormy debate of forty days. Verily, they have had a tiresome siege of it. Our road privilege was finally carried through with more liberal principles than the former grant given to T. M. Moore. We shall have to take the site of the old road to carry out our operations, in order to avoid any misunderstanding with the executive at Begata with regard to the concession made to the Panama company. According to the contract celebrated with the American company, for the building of the railroad, it is expressly stated therein, that there shall be no other grant given to any party to construct and improve their provincial roads already commenced. Now, the old road in question, has been in use from this town to decare and the province is as the right to construct and improve their provincial roads already commenced. Now, the old road and metal the provincial road and and metal the province and the panama company.

VOTING FOR THE UNITED STATES PRESIDENT IN PANAMA

In accordance with a suggestion made in our columns on Tuesday, the 2d inst. a large number of American citizens, attended during that day at the United States Consultate and registered their votes, rice were in favor of the different candidates for the Presidency. The polling kept up quite an excitement during the day, and had the votes been really as valuable as in the States, the interest felt in registering them could not have been greater. The result of the day, showed a majority in favor of General Scott, as appears by the following table:

States Voting. Hale. Pierce. Scott. New York. 6 59 43

Kentucky. 6 59 43

Kentucky. 1 9 11

Massachusetts 12 25

Louisiana 13 12

California 3 4

Maryland 1 4

Maine 1 1 11

Illinois. 2 ew Hampshire....

ARRIVAL OF KATE HAYS.

The celebrated vocalist, Kate Hayss, arrived in Panama on Saturday eroning last, in company with her mother and Mr Rushneth. Miss Hayse came out from New York on the Illineis, and will sall for Sun Francisco on the Oregon in the course of a few days.

and Mr Buabneth Miss Hayes came out from New York on the Illinois, and will call for San Francisco en the Oregon in the course of a few days.

THE PANAMA RAILBOAD

[From the Panama Echo, Oct. 29.]

The preparations new making for pushing on the work during the coming season are very extensive, and evidently in good hands. The laying of the bridge at Gorgona has not yet been commensed, having been deferred in consequence of the high waver in the Chagresriver. The materials however, are almost all on the ground. A great deal of work has been completed between Ean Pablo and Gorgona, and a large force is now at work there. The road is completed to within two miles of Gorgona, on this side of the river. As we have heretofore stated, the calculation is to have over seven thousand laborers at work within three months. All the buildings necessary for the use of the company, for a considerable time to come, are under way, and they will all be in readiness before they have need of them. The most knowing ones seem to have sanguine expectations that the contractors will not be compelled to ask more than three months extension beyond their present contract, to finish in August, 1853. A large force is engaged at different points, solely for the purpose of seeking out defects, keeping the road in repair, and permanently strengthening it. The reports of the business which has been done up to this time upon the road are very flattering, and when the road is completed to Gorgona—where the cars will certainly run by March—the passengers who come by the river preferring the Grueer road, will change for the Gorgona route. The freight and passenger business even in the present condition of the road, has not only been large but profitable, notwithstanding the frequent and heavy repairs for some time necessary. The arrangements for transporting passengers, though not so comfortable as they might be, are very secure, as well to the baggage is all ticketed, and duly entered to way builts, and the company is responsible for everything. F

VERY LATE FROM AUSTRALIA.

ductiveness of the Gold Mines.

We have received, by the way of Panama, advices from Sydney, N. S. W., to the 14th, and from Molbourne to the 10th of August. Our thanks are due to Berford & Co. for the latest papers.

The yield of gold still continued to be enormous In the week ending the 7th of August upwards of one hundred and sixty thousand ounces passed through the treasury, of which about one-third was the produce of the week, and two-thirds accumulations for want of conveyance on former occasions.

The subject of leases to squatters was attracting much attention, and was likely to be the source of much trouble and disaffection. The government was preparing to issue the licenses in accordance with the Act of Parliament and Order in Council. An address to the Lieutenant-Governor, praying that the leases might not be issued, was moved in the Legislative Council and rejected, and preliminary meetings were being held to decide upon what

course to adopt.

Mr. Westgarth's bill to prevent immigration from Van Dieman's Land, was read a second time by a majority of thirteen to seven, and would most probably be passed. It was not supposed that Lieutenant-Governor La Trobe (although approving of the principle) could give his sanction.

A railway from Sydrey to Goulburn was talked of—and there were a number of advocates for making the project far more extensive at once-and running

The price paid by the English Company for the purchase of the store and stores (at Mount Alexander) of Thomson & Co., of Geelong, amounted to £8,700; the freight, or rather carriage, from town was charged at £60 a ton.

Upwards of £700 have been raised in Van Dieman's Land towards the expense of one of the private expeditions in search of Sir John Franklin, now fitting out in England.

THE GOLD CIRCULARS.

man s Land towards the expense of one of the private expeditions in search of Sir John Franklin, now fitting out in England.

THE GOLD CIRCULARS.

474 George straker, Sydder, Aug. 14, 1852.

We have received information from our western mines, encouraging alike to those who are there, and to future adventurers. At Tambaroura and Long Creek, parties continue prosecuting their labors with great success. Although we hear of no extraordinary yields, yat it is more satisfactory to find that all or nearly all are obtaining liberal reward. On the Macquarie, below the junction, the yield realizes the most sanguine expectations enter tained of it. Since our last, the Great Nugget Vein Company have elected their directors, and the board is emposed of the following:—Thomas Holt. Jr. T. 8. Mort. M. Metcalfe, John Uroft, Benjamin Buchanan, and Edwin Tooth, Eags. We congratulate the shareholders on the business character of the gentlems in whose hands they have placed the management of this company.

Things remain much as they were at our southern diggings, with a slight increase in the number of miners. A person who has been working at these mines for the last six months has returned this week, and states his earnings for that time to be £400.

Our northern gold fields are attracting much attention, and we shall not be surprised to find that ere long they are well covered. Each steamer that leaves Sydney for Morpeth is crowded with anxious hearis, and hands professedly determined to find the gold if it is those; and, from information gathered during the week, we have reason to believe they will not be disappointed. It is reported that a large extent of table land, on which the diggers are engaged, is highly auriferous, gold in quantity having been obtained in every portion yet worked. An armed eccort will leave Tamworth for Sydney on the 26th August, 9th September, and 27th September, and will leave Sydney for Tamworth on the 4th and 18th September. Gold must be delivered at the Commissioner's office; Tamworth, on the d

Lot 1 .- 300 oz. Mount Alexander gold, 67s.

106 5 0 1000 1 1

JOHN GODFREY COHEN, COMMERCIAL INTELLIGENCE

Licensed Auctioneer.

COMMERCIAL INTELLIGENCE

SINKE, Aug 14, 1852.

The friends of New South Waies must be gratified to learn that some of the most active of our representatives are interesting themselves much with the railway question, and that at length there is a prospect of gaining a little ground in the matter. At the same time thay must observe how lethargic the British government remain. We have seen £14 and £15 per ton demanded during the week for carriage of goods to Goulburn, a distance of one hundred and twenty miles At magreater distance an abundant supply of wheat could be grown for our population. At present such wheat would fetch nine shillings per bushel in Bydney; all farm produce would retch proportionately high rates, and simost any quantity could be produced, by the land remains comparatively worthless to government in the absence of railway transit. A most profitable speculation would be a railway through such a country; but the government must be most interested, as it we uid derive an enormous revenue from the sale of contiguous land for townships as well as agricultural purposes. At a time when the equatters are all powerful in Council, and the trading community suffer proportionately. We at the antipodes have put a most newly authors, and construction on the principles of free trade as practised in the old country. At home individual interest, and consequently laws are enacted for the protection of wine growers, brawers, tobacco growers, sugar refiners, and consequently laws are enacted for the protection of other produce, for the community to individual interest, and consequently laws are enacted for the protection of which to the metropolis their prospects are good by improved tho oughfares, and an immense influx of immigrants will put them in possession of labor at their own price. The advantages are all in favor of the iquatter—the mercantile community boar the expenses.

The importer of refined sugar pays, indirectly and directly, two friegits charges of landing and shipping at

the road from Sydney to Melbourne. There is no doubt of the feasibility of constructing this road at a rapid rate—and the advantages to be derived therefrom are very great.

We observe that the early suppression of convict transportation to Van Dieman's Land, and some security against the admission of convicts therein at present, are carnessly sought for.

Sydney has indeed grown to be a city of great commercial importance. We learn from the Shipping Gazette, that on the 14th of August last, there were over eighty vessels lying in port, some seventy expected within a few days, thirtten whale ships, therefrom, at sea—and there had been twolve arrivals within six days, and a very large number of degaritures

In the Sydney Pricts Current, August 14, we find the following:—

12s. to 12s.

There has been but a trilling business doing this week, the scarcity of carriage and an absence of orders from the outports have kept us unusually quiet.

Ale and porter are without much atteration; Byass' is quoted at 12s., but inferior brands have suffered a deciline.

Brandy has been sold at various prices, to arrive, but certificates are worth 13s to 14s.

Rum is offered at 5s, for strong to arrive; but 5s, 6d. is contrad for time to land.

is quoted for fine to land.

Wines are quiet.

Fruit is also without particular inquiry; table fruit, fruit is also without particular inquiry; table fruit, finest quality sells freely.

Copper and patent sheathing are quiet, and iron of most descriptions. Sheet iron, lead pipe, zinc and tin plates, of sizes are saleable.

Cigars—Heavy shipments have nearly cleared the market only one parcel remaining unsold of the late importations.

ket only one parcel remaining unsold of the lateral tations.

Coffee—There is a heavy consumption, and low stock of Cordage—Ceir and small Manils are saleable; a large invoice of Europe has been quitted to the trade.

Pepper and pimento are inquired for.

Sugar has been taken at very full rates at auction.

Tens are realizing very favorable rates. We notice a sale is advertised of one small parcel, but without depressing the market in the least.

Flour, and all provisions, still maintain high quotations.

tions.
Salt, states, deals, and sods ash, are searce.
Tobacco has been quitted to some extent, but at lew Tobacco has been quitted to some various quotations.

Owing to the recent fires, and consequent loss to the mercantile community, we notice an indisposition on their part to afford to the trade the same facilities of credits as hitherto, except where their interests are sufficiently protected by insurance.

R. HARNETT. Broker.

IMPORTANT ARREST FOR MAIL ROBBERY -- With-

Liquor Seizure at Rutland.—On Tuesday, 10th inst, deputy sheriff Day, assisted by constable Jackson, of this city, seized at Deathville village, in Rutland, upon a warrant issued by John A. Dana, Esq., of Worcester, between five and six hundred gallons of intoxicating liquor, upon the premises of Horace Parks. The liquor has been stored in a safe place in Rutland, to await the result of a trial. We believe that this is the largest seizure that has yot been made in this county under the new law.—Worcester Spy.

The Syracure Star learns that the office of Solicitor of the Treasury of the United States, which has become va-cart by the death of them John Clark has been tendered by the Factor at to Goog F. Common line, of agra-

Persons of both p licion parties, says the San

At the St. Charles bar room, votes were received, by ballot, reculting as follows —
Pierce and King. 117
Scott and Graham 106
Webster and Jenklus 3
Itale and Julian 1
Cliefty *bree and Ring a majority over Scott, at that